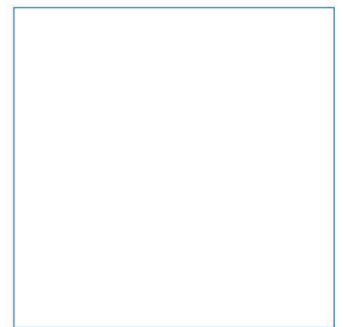
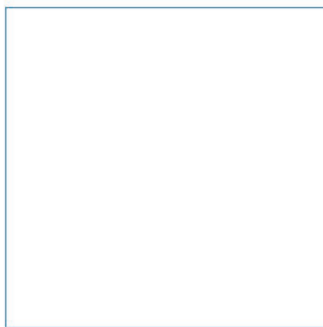
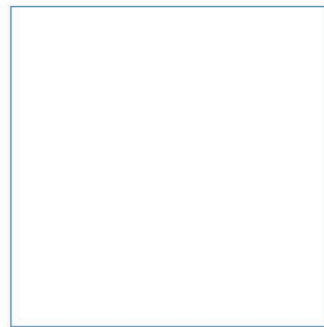


Associated British Ports

Immingham Eastern Ro-Ro Terminal

Preliminary Environmental Information: Chapter 1: Introduction

January 2022



Innovative Thinking - Sustainable Solutions

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1 Introduction

1.1 Project background

- 1.1.1 Associated British Ports (ABP), the owner and operator of the Port of Immingham, is proposing to construct a new roll-on/roll-off (ro-ro) facility within the Port. This facility is designed to service the embarkation and disembarkation of principally commercial cargo carried either by accompanied trailer or by lorry or on unaccompanied trailers which will be collected at the port of disembarkation – which explains the use of the term “ro-ro” (roll on – roll off) cargo. For ease of reference, throughout this ‘Preliminary Environmental Information Report’ (PEIR), this type of cargo which will be serviced by the new facility is described as “wheeled cargo”. It should also be noted, however, that in addition to wheeled cargo, the new facility will be designed to accommodate an element of passenger use, albeit only during those periods when the demands of the ro-ro cargo operation permit.
- 1.1.2 In summary, the proposed development, which is described in more detail in Section 1.2 below, will comprise on the marine side, the construction of a new ro-ro jetty with up to four berths, together with a capital dredge and on the landside, the provision of an area for unit load/vehicle storage and necessary new Terminal buildings.
- 1.1.3 The Project, which is being promoted as a Nationally Significant Infrastructure Project (NSIP) as explained below, will be known as the Immingham Eastern Ro-Ro Terminal (IERRT). Its location within the Port is shown in Figure 1.1 in Volume 2 of this PEIR.
- 1.1.4 As explained below, the principal objective of a PEIR is to present the preliminary environmental information that has been gathered so far in respect of the various elements of the proposed development which may have a significant environmental effect, as explained in more detail in Section 1.2 below.

The proposed development

- 1.1.5 The site of the proposed new Terminal, lies within the eastern sector of the Port, as illustrated in Figure 1.1 in Volume 2 of this PEIR. The landside works fall within the administrative boundary of North East Lincolnshire Council and are located within the statutory port estate, all of which is within the freehold ownership of ABP. That part of the proposed development which extends seaward and falls beyond the local authority’s administrative boundary will take place in the bed of the Humber Estuary which is owned by The Crown Estate and over which ABP, in its capacity as the Humber Conservancy Commissioner, has a long lease.

Marine infrastructure works

1.1.6 It is anticipated that the marine works will comprise a number of distinct components, as identified, albeit indicatively at this stage, in Figure 1.2 of Volume 2 of this PEIR. In brief, these comprise:

- An approach jetty from the shore;
- A linkspan with bankseat to provide a solid foundation basis;
- Two secured floating pontoons;
- Two finger piers to provide up to four berths, one either side of each pier, thereby enabling the vessels to berth alongside with their stern ramps resting upon a floating pontoon;
- A capital dredge of the new berth pocket; and the
- Disposal of dredged material at sea if no beneficial alternative can be identified.

Landside infrastructure works

1.1.7 It is anticipated that the landside works (as identified indicatively on Figure 1.3 in Volume 2 in the PEIR) will consist of the following:

- The demolition and removal of a number of existing commercial buildings within the site and the improvement of the existing site so that it can accommodate the wheeled cargo which is either awaiting embarkation or pick-up after disembarkation – these works including resurfacing and the provision of new pavements and associated infrastructure across the site as shown on Figure 1.3 – the areas coloured grey;
- A terminal building and a small welfare building will be constructed to provide appropriate facilities for terminal operational and administration staff, lorry drivers and passengers. A small workshop, a UK Border Force building and gatehouse may also be required; and
- An internal bridge within the site which will cross over Robinson Road (an existing port road) and an ABP controlled rail track.

1.1.8 In addition, consideration is being given to the provision of an appropriate element of soft landscaping/ecological enhancements albeit within what will be an intensively used operational commercial site.

The consenting route

1.1.9 In view of the proposed capacity of IERRT which has to be sufficient to service the predicted throughput of wheeled cargo that IERRT will be required to handle, the proposed development exceeds the statutory thresholds for a new port development as prescribed by the Planning Act 2008. It will, therefore, be promoted as a Nationally Significant Infrastructure Project (NSIP), as explained in Chapter 5 Legislative and Consenting Framework, Section 5.1. In light of this, ABP will be submitting to the Secretary of State for Transport not a 'planning application' as commonly understood, but an application for a Development Consent Order (DCO), which if approved will

authorise the construction and consequent operation of the IERRT development.

1.1.10 In brief, a DCO is intended effectively to be an all-encompassing authorisation for the Project and as such, whilst a variety of consents and approvals will be required for the construction and operation of the development – albeit with the agreement of the appropriate consenting body – these will be incorporated in the final DCO. All of these additional consents and approvals have been identified and discussed in the various topic chapters contained in this PEIR.

Environmental assessment

1.1.11 IERRT is what is known as ‘Schedule 1 development’ as explained in Chapter 5 Legislation and Consenting Framework, Section 5.8. This is because it falls within the description of development provided in Schedule 1, paragraph 8(2) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the EIA Regulations), namely:

“Trading ports, piers for loading and unloading connected to land and outside ports (excluding ferry piers) which can take vessels of over 1,350 tonnes”.

1.1.12 “EIA development” is defined in Regulation 3 of the EIA Regulations as follows:

““EIA development” means development which is either—

- (a) Schedule 1 development; or*
- (b) Schedule 2 development likely to have significant effects on the environment by virtue of factors such as its nature, size or location”.*

1.1.13 Regulation 14(1) of the EIA Regulations states that -

“An application for an order granting development consent for EIA development must be accompanied by an environmental statement”.

1.1.14 In the light of the requirements detailed above, when the application for the IERRT DCO is submitted, it will be accompanied by an Environmental Statement (ES). That document will provide a comprehensive assessment of the likely significant environmental effects of the development covering all of the topics and subject matter that have been reviewed, albeit at a preliminary stage, in the following chapters of this PEIR.

1.1.15 For NSIPs, the environmental impact assessment (EIA) process is undertaken in two principal stages:

- Consultation on the preliminary environmental information. This is part of what is known as the ‘statutory consultation’, the principal written element of which is a PEIR; and
- The preparation of the final ES, which will accompany the application for the DCO although this will include, as far as this particular Project is concerned, a number of related reports and documents such as a Habitats Regulations Assessment (HRA), a Water Framework Directive (WFD) assessment and a Waste Hierarchy Assessment (WHA) – all of which are discussed, albeit at a preliminary stage in this PEIR.

1.1.16 **Scoping Opinion** – Under the provisions of Regulation 10 of the EIA Regulations, a formal request was submitted to the Secretary of State of Transport asking him to provide a Scoping Opinion. This request was submitted to the Planning Inspectorate (PINS) who are the body acting on behalf of the Secretary of State, in September 2021. PINS provided the Scoping Opinion on 25 October 2021. In this context, it should be noted that a ‘Scoping Opinion’ is essentially a written statement which is provided by the Secretary of State and which identifies and confirms, based on the information previously provided by the applicant, the environmental information that should be provided in the eventual ES which will be submitted to support the application for a DCO (cf Regulation 3 of the EIA Regulations).

1.1.17 The comments received in the Scoping Opinion have been taken into account insofar as is practicable at this preliminary stage in the preparation of this PEIR. Further information on the EIA process is included in Chapter 5 Legislative and Consenting Framework, and Chapter 6 Impact Assessment Approach.

1.2 The PEIR

1.2.1 As part of the NSIP pre-application process, ABP is required, under Sections 42 and 47 of the Planning Act 2008, to undertake what is known as a statutory consultation with amongst others, local authorities, statutory regulators, stakeholders and the local community. This formal consultation commenced on 19 January and will end on 23 February 2022. Further details are provided in Section 1.3.

1.2.2 A Statement of Community Consultation (SoCC) was prepared in advance of the commencement of the consultation setting out how ABP intended to consult with the local community for this stage of the pre-application process. The SoCC in addition included information as to how ABP intended to inform the various consultees and interested persons by means of this PEIR. The SoCC was agreed in draft by the relevant appropriate local authorities.

1.2.3 In summary, the purpose and objective of this PEIR is to provide the preliminary environmental information that has been gathered to date in relation to the various elements of the proposed development which may have a significant environmental effect.

- 1.2.4 The EIA Regulations do not prescribe a format for a PEIR nor do they define the level of information to be provided. They do, however, at regulation 12(2) of the EIA Regulations define “*preliminary environmental information*” as information which has been compiled by the applicant and which -
- “is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development).”*
- 1.2.5 In preparing this PEIR, guidance and information within PINS Advice Note 7 (PINS, 2020) and general guidance provided by PINS on the NSIP pre-application process has been taken fully into account. This has informed ABP’s approach to ensure that this PEIR provides the information required to enable the consultation bodies and the wider local community to develop an informed view as to the likely significant environmental effects of the proposed development.
- 1.2.6 The information presented in this PEIR will be further developed as the project evolves both as a result of the continuing scheme design work, investigations and assessments and in light of the comments and representations received as part of the statutory consultation process – all of which will be fully taken into account as appropriate.
- 1.2.7 ABPmer has co-ordinated the preparation of this PEIR with the assistance of various other topic specialist consultants (see Impact Assessment Approach, Chapter 6, Section 6.3).

1.3 Statutory and public consultation

- 1.3.1 A five week statutory and public consultation period commenced on Wednesday 19 January 2022 and will end at 23:59 on Wednesday 23 February 2021 – subject to any adjustments that may be required as a result principally of the COVID pandemic. All comments submitted in writing and received within the consultation period will be taken into account as appropriate as work progresses to finalise the DCO application. It should be noted, however, that whilst every effort will be made, it may not be possible to take into account comments received after the end of the consultation period.
- 1.3.2 During the statutory consultation period, ABP will be hosting four face-to-face public exhibition events, two for users of the Port and two for the general public. The purpose of these exhibitions is to facilitate face-to-face discussion about and explanation of the IERRT proposals with members of ABP’s Project Team. In addition, a range of online mechanisms (e.g. online webinars, Feedback Questionnaire and access to the PEIR and other consultation documents on the project website) will be put in place so that local communities will have access to all appropriate information and opportunities to provide feedback, without having to meet in person. Free of charge telephone surgery appointments can also be booked with members

of the Project Team to discuss specific issues or topics related to the proposed development.

- 1.3.3 If, as a result of COVID or for any other reasons beyond the control of ABP, it proves not to be possible to hold 'face-to-face' events, then alternative consultation arrangements will be put in place, making use as appropriate, of a mix of on-line information and hard copy dissemination of documentation.
- 1.3.4 Further information as to how ABP is undertaking the statutory and public consultation required under the Planning Act 2008 is contained in the SoCC which is available on the project website – <https://www.abports.co.uk/immro>.

Document availability

- 1.3.5 This PEIR can be downloaded from the project website - <https://www.abports.co.uk/immroro>. A Non-Technical Summary of the PEIR is also available for download.
- 1.3.6 A printed copy of the PEIR can also be requested, but it should be noted that there may be a charge for a hard copy of up to £300. In addition, USB flash drives containing the consultation documents will be made available on request, free of charge, for those who do not have access to the internet but who have a computer. Further details on document availability are outlined in the SoCC.
- 1.3.7 Comments on the PEIR and Project can be made in writing by:
- Completing the online Feedback Questionnaire;
 - Downloading the Feedback Questionnaire and:
 - Posting it to ABP, Port of Immingham, Dock Office, Alexandra Road, Immingham Dock, Immingham, North East Lincolnshire, DN40 2LZ; or
 - Emailing it to - immroro@abports.co.uk
 - Requesting a hard copy of the Feedback Questionnaire and a stamped addressed envelope to be sent in the post and returning the completed copy via post;
 - E-mailing - immroro@abports.co.uk; or
 - Writing to the following address - ABP, Port of Immingham, Dock Office, Alexandra Road, Immingham Dock, Immingham, North East Lincolnshire, DN40 2LZ (a stamped addressed envelope can be provided on request).

1.4 Report structure

- 1.4.1 The PEIR falls into three separate volumes.
- 1.4.2 Volume 1 comprises the following:
- Non-Technical Summary (NTS): Summary of the contents of the main document. This is also available as a separate document;

- Chapter 1 Introduction: A brief introduction, including project background information and the information that has been provided in the PEIR;
 - Chapter 2 Proposed Development: A description of the site and its surroundings and the proposed IERRT;
 - Chapter 3 Details of Project Construction and Operation: A description of the works involved during construction and operation, including environmental management best practice procedures;
 - Chapter 4 Need and Alternatives: An explanation, (albeit at present in summary) as to the identified need for the Project together with a preliminary summary of the possible alternatives;
 - Chapter 5 Legislative and Consenting Framework: An overview of the information requirements associated with key legislation and policy of relevance to the proposed development;
 - Chapter 6 Impact Assessment Approach: Sets out the key issues identified during consultation and the scoping phase of the EIA, as well as presenting the overarching impact assessment methodology;
 - Chapters 7 to 19 Environmental Topics: Baseline information is presented together with a preliminary consideration of likely impacts and effects of the proposed development for the 'scoped in' EIA topics (or receptors);
 - Chapter 20 Cumulative and In-combination Effects: Explains the process that is being followed in respect of the consideration of cumulative and in combination effects; and
 - Chapter 21 Summary: A summary of the key findings of the PEIR, including the potential impacts and mitigation measures that would avoid or reduce potential impacts of the proposed development.
- 1.4.3 Volume 2 of the PEIR contains the figures which support the chapters in Volume 1.
- 1.4.4 Volume 3 contains the following appendices:
- Appendix 6.1 Preliminary Ecological Appraisal;
 - Appendix 7.1 Numerical Model Calibration Report;
 - Appendix 9.1 Benthic Surveys Summary Report;
 - Appendix 9.2 Preliminary Underwater Noise Assessment;
 - Appendix 10.1 Preliminary Navigational Risk Assessment;
 - Appendix 11.1 Preliminary Flood Risk Assessment;
 - Appendix 12.1 Phase 1 Desk Study;
 - Appendix 13.1 Construction Dust Assessment Methodology;
 - Appendix 14.1 Noise Survey; and
 - Appendix 17.1 Preliminary Transport Assessment.

1.5 Reference

PINS (2020). Advice Note 7 – EIA: Process, Preliminary Environmental Information and Environmental Statements (Version 7).

1.6 Abbreviations/Acronyms

Acronym	Definition
ABP	Associated British Ports
cf	Compare
COVID	Coronavirus
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
HRA	Habitats Regulations Assessment
IERRT	Immingham Easter Ro-Ro Terminal
NSIP	Nationally Significant Infrastructure Projects
NTS	Non-Technical Summary
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
PLC	Public Limited Company
ro-ro	roll-on/roll-off
SoCC	Statement of Community Consultation
UK	United Kingdom
USB	Universal Serial Bus
WFD	Water Framework Directive
WHA	Waste Hierarchy Assessment

Cardinal points/directions are used unless otherwise stated.

SI units are used unless otherwise stated.

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